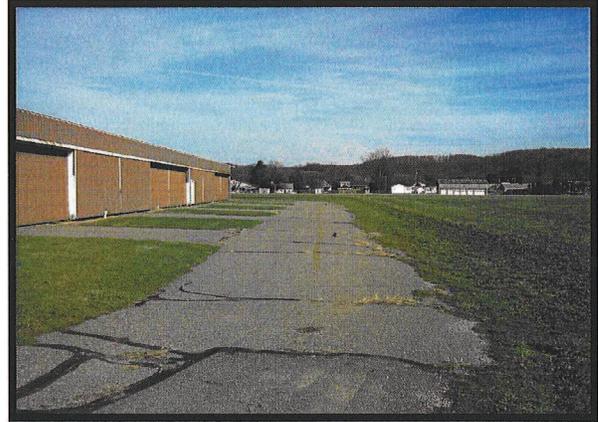


2-4-1 Aircraft Storage

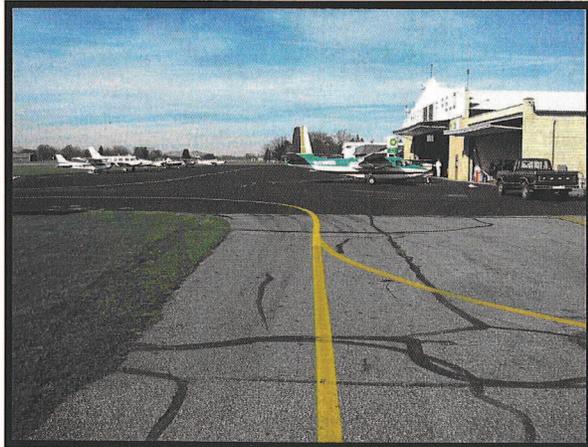
As mentioned previously, there are two rows of T-Hangars at the Airport. A 10-unit T-hangar (photo on right) is located on the south side of the runway. These hangars were constructed in 1979.



A 14-unit T-hangar is located on the north side of the runway. There are also two single volume hangars with an area of 3,275 square feet located east of the 14-unit T-hangar (photo on right).



Another two single-volume hangars are 7,720 square feet and 2,420 square feet in size and are located west of the restaurant (photo on left).



The remaining two hangars are located east of, and attached to, the administration building and have an area of 5,920 square feet each (photo on left).

Exhibit 2-5 VOR/DME or GPS-B

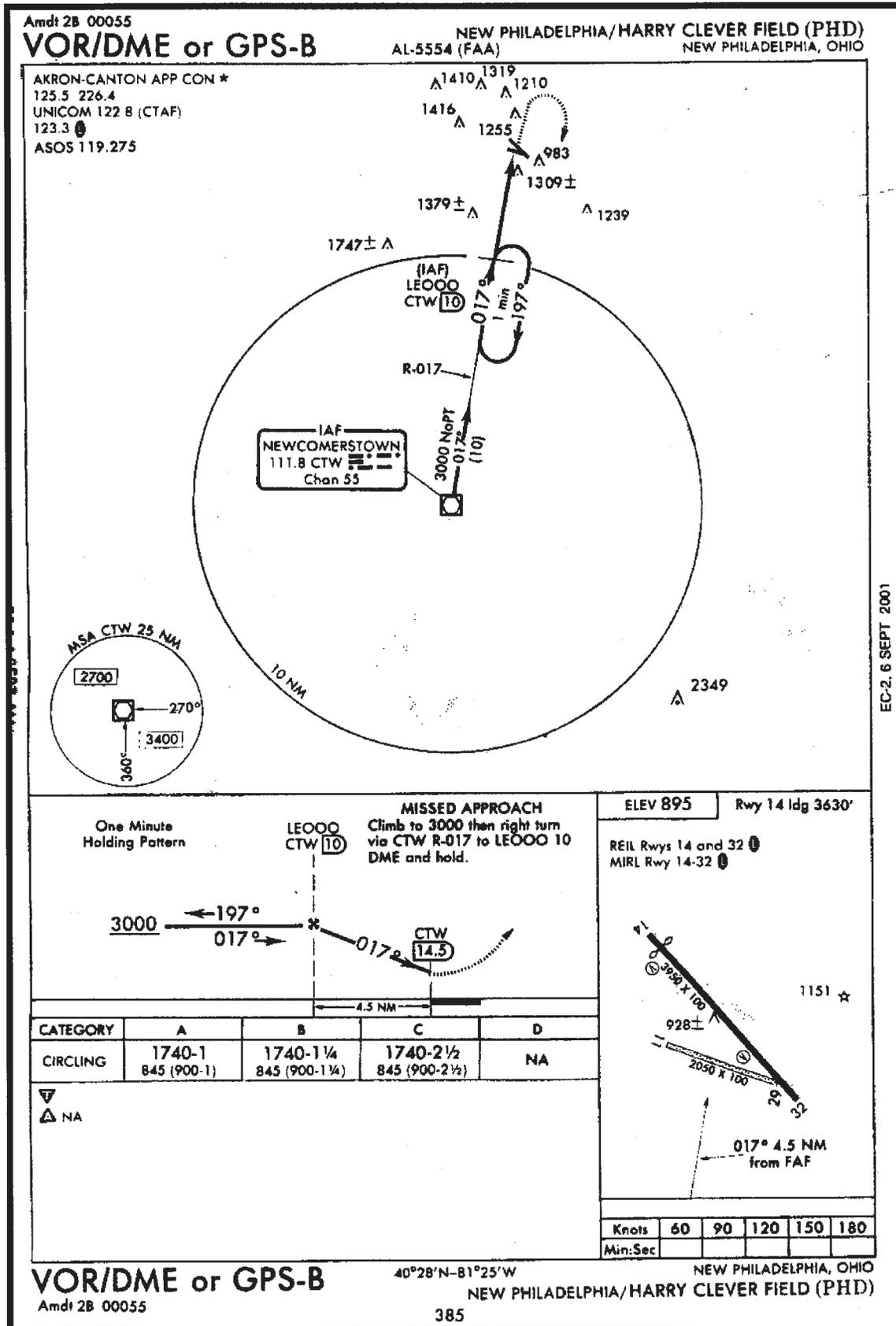


Exhibit 2-6 VOR-A

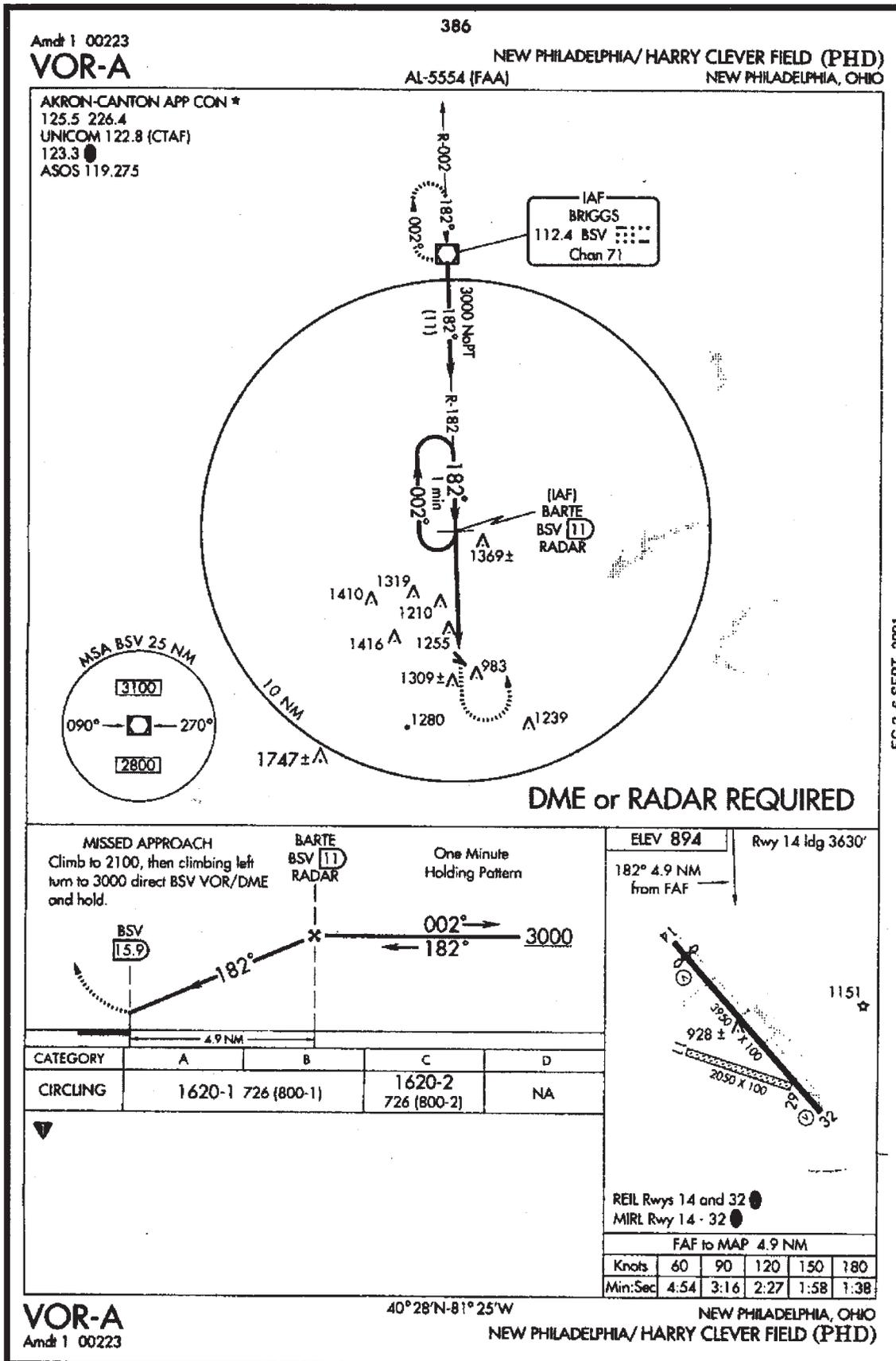
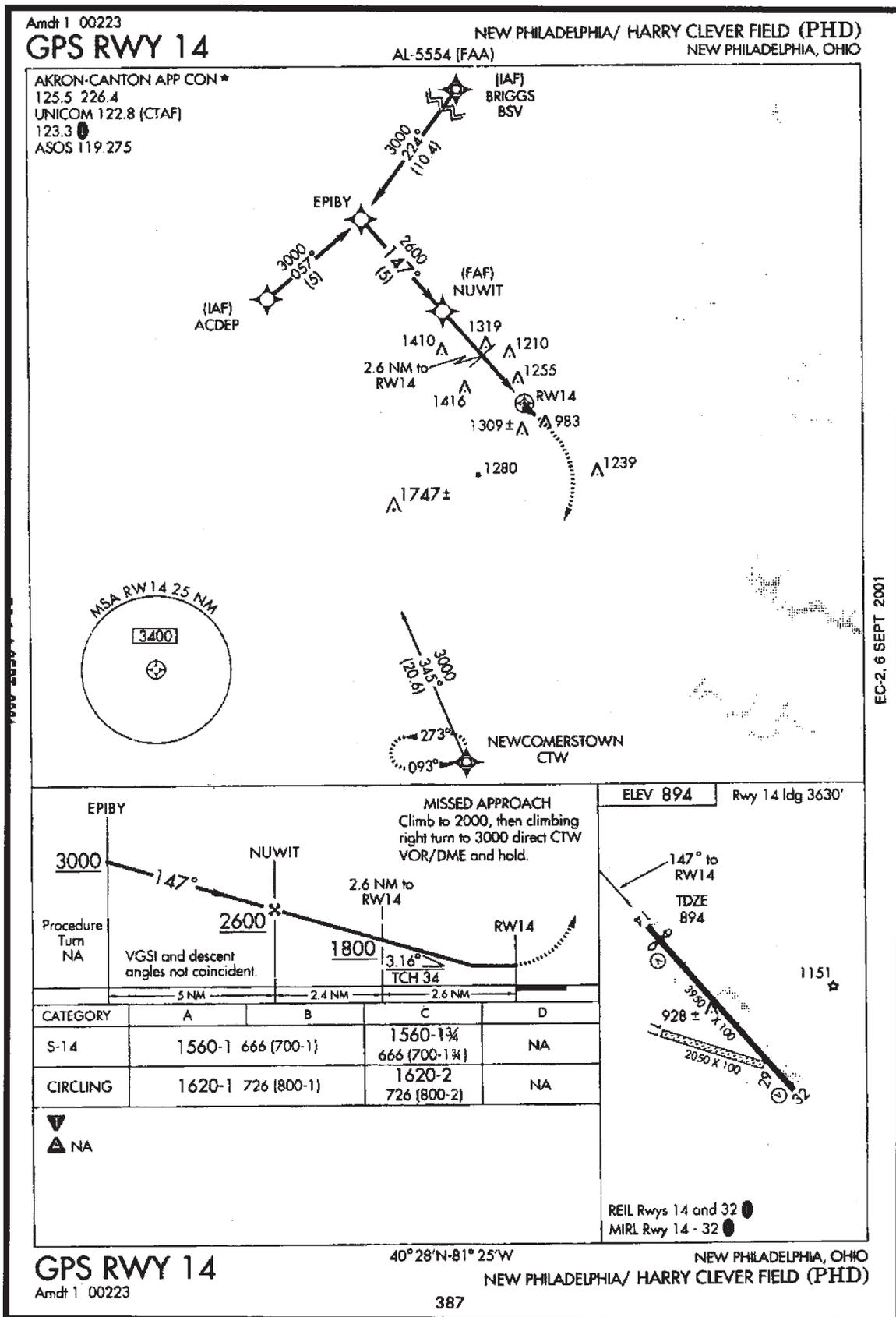


Exhibit 2-7 GPS RWY 14



The total parking capacity of the hangars is 43. The operator has advised us that there is an immediate demand for an additional row of 10 T-hangars. In addition, one of the tenants is planning to construct a new hangar of approximately 12,000 square feet. This hangar will either replace the two west hangars, or be constructed on the south side of the runway, east of the 10 unit T-hangar

2-4-2 Fuel Facilities

Fueling facilities consist of a 15,000 gallon tank for Jet A and 10,000 gallon tanks for 100LL and 80. Fuel is accessible 24 hours a day via a self-service pump.

2-4-3 Airport Maintenance Equipment

The Airport utilizes a 1975 half ton Chevy 4 x 4 with an attached snow blade to remove snow and a Kubota 25 HP tractor with a pull behind mower deck, as well as two push mowers, for grass control.

2-4-4 Automobile Parking

Automobile parking, available on the north side of the terminal building, as well as between the administration building and the restaurant, provides approximately 50 parking spaces. Additional parking spaces are provided at the restaurant.

2-5 EMERGENCY SERVICES

Fire, crash, and rescue service is provided by the New Philadelphia Fire Department, located approximately two miles from the Airport. Law enforcement is provided by the New Philadelphia Police Department, also located two miles from the Airport.

2-6 UTILITIES

Harry Clever Field is provided with sewer and water by the City of New Philadelphia. Electric is provided by American Electric Power, natural gas is provided by Dominion, and telephone service is provided by Verizon.

2-7 METEOROLOGICAL DATA

Wind and weather conditions influence the operation of the Airport by affecting the percentage of time air traffic can operate under visual flight rules and the availability of the runway due to wind speed and direction.

The annual wind data used to determine the wind coverage at Harry Clever Field was obtained from Akron-Canton Regional Airport, located approximately 35 miles north of the New Philadelphia Municipal Airport.

Runway wind coverage, the percentage of time a runway can be used without exceeding allowable crosswind velocity, is based on a 13-knot crosswind. FAA standards require a minimum of 95 percent wind coverage. At Harry Clever Field there is a total combined wind

coverage of 89.37 percent based upon a 10.5-knot crosswind, and a total wind coverage of 99.08 percent based on a 16-knot crosswind. Winds at Harry Clever Field are less than 10.5 knots approximately 73 percent of the time.

2-8 AVIATION SERVICES PROVIDED

The Airport fixed base operator (FBO), ProAv Aircraft Services, Ltd., provides aviation services such as aircraft maintenance, avionics (FAA Certified Class I, II, and III), flight training, 24-hour self-service fuel (80, 100LL and Jet-A), pilot supplies, and used aircraft brokering and sales offered by Aircraft Sales, Inc.

2-9 AIRPORT ACTIVITY

Two useful and readily available indications of aviation demand are the number of based aircraft and the number of annual operations. Based aircraft are those that are stored at an Airport on a regular basis while an operation is defined as one takeoff or one landing conducted by an aircraft.

According to FAA records, the number of based aircraft at Harry Clever Field has fluctuated from a low of 44 based aircraft to a high of 49 based aircraft over the past 15 years. During that time, single engine aircraft remained steady, while twin engine aircraft experienced a steady decline, dropping from six to two. The airfield added its first jet in 1996. The history of based aircraft from 1987 to the present time is shown in **Table 2-1**.

**Table 2-1
HISTORIC BASED AIRCRAFT**

Year	Single Engine	Multi-engine	Jet	Helicopter	Total
1987	40	6	0	3	49
1988	37	4	0	3	44
1989	37	4	0	3	44
1990	41	4	0	3	48
1991	41	4	0	3	48
1992	41	5	0	3	49
1993	41	5	0	3	49
1994	41	5	0	3	49
1995	41	5	0	2	48
1996	41	3	1	2	47
1997	41	3	1	2	47
1998	41	3	1	2	47
1999	41	2	1	2	46
2000	41	2	1	2	46
2001	41	2	1	2	46
2002	41	2	1	2	46
2003	46	2	1	2	51

Source: FAA TAF, and Airport manager estimate for 2003.

The fleet mix at the Airport has remained steady from 1999 to 2002, according to the FAA TAF. The Airport manager reported 51 based aircraft in 2003. The increase in based aircraft is the

result of an aircraft dealer commencing operations at the Airport in late 2003 and basing several aircraft at the Airport. The number of aircraft by type and the percentage of the fleet is shown in **Table 2-2**.

**Table 2-2
GENERAL AVIATION FLEET MIX**

Year	Single Engine	Multi-engine	Jet	Helicopter	Total
2003	46	2	1	2	51
Fleet Mix Percent	90.2%	3.9%	2.0%	3.9%	100%

Source: Airport Manager's estimate.

In 2003, single engine aircraft made up more than 90 percent of the based aircraft at Harry Clever Field. Twin engine aircraft, jets, and helicopters each comprised less than 5 percent of the fleet mix.

Table 2-3 shows the number of historic itinerant, local, and total operations at Harry Clever Field since 1987, according to the FAA's TAF. As defined by the FAA, local operations are performed by aircraft that:

- Operate in the local traffic pattern or within sight of an airport
- Are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of an airport
- Are executing simulated instrument, non-precision, or visual approaches or low passes at an airport (touch-and-go operations)

Itinerant operations are all other operations.

The Airport has maintained a ratio of approximately three local operations for every one itinerant operation since 1987.

Operations have remained steady from 1992 to 2002, according to the FAA's TAF data. However, the Airport manager estimated that operations in 2003 totaled 20,000, significantly below past estimates. The Airport manager's estimate is regarded as more accurate because of his day-to-day experience operating the Airport. The historic number of operations (54,880) is also suspect based on the number of based aircraft reported.

According to Airport records, a total of 53 aircraft are currently based at Harry Clever Field. Of the 53 based aircraft, 50 are single-engine piston aircraft, one is a multi-engine piston aircraft, one is a multi-engine turbo prop aircraft, and one is a jet.

**Table 2-3
HISTORIC OPERATIONS**

Year	Itinerant Operations	Local Operations	Total Operations
1987	11,050	35,000	46,050
1988	11,193	35,528	46,721
1989	10,080	33,500	43,580
1990	12,080	40,200	52,280
1991	12,080	40,200	52,280
1992	12,670	42,210	54,880
1993	12,670	42,210	54,880
1994	12,670	42,210	54,880
1995	12,670	42,210	54,880
1996	12,670	42,210	54,880
1997	12,670	42,210	54,880
1998	12,670	42,210	54,880
1999	12,670	42,210	54,880
2000	12,670	42,210	54,880
2001	12,670	42,210	54,880
2002	12,670	42,210	54,880
2003	4,600	15,400	20,000

Source: FAA TAF, and Airport management estimate for 2003.

2-10 REGIONAL DEMOGRAPHICS

There are a number of demographic factors that impact, to varying degrees, the demand for general aviation in any particular region. In addition to population trends, regional economic trends also can significantly impact aviation demand. Regional economic trends are summarized in this analysis through an examination of employment and earnings data.

Several reliable data sources were used. Historic and projected population data was obtained from the U.S. Census and the Ohio State University Extension Data Center. Employment and per capita income data were obtained from the U.S. Department of Commerce and Woods & Poole.

Tuscarawas County is located in east central Ohio. The City of New Philadelphia is the county seat and most populous area in the county. The county experienced modest growth in the 1990s, increasing from a population of 84,090 in 1990 to 90,914 in 2000, as shown in **Table 2-4**. This represents a compound annual growth rate (CAGR) of 0.8 percent, 60 percent above the state average CAGR of 0.5 percent for the same period.

**Table 2-4
HISTORIC POPULATION GROWTH**

	1990	2000	CAGR
Tuscarawas County Population	84,090	90,914	0.8%
Ohio Population	10,847,115	11,353,140	0.5%

Source: Ohio State University Extension Data Center

Future population growth, as forecast by the Ohio State University Extension Data Center, is expected to slow to the same rate as the rest of the state, as shown in **Table 2-5**. Both the state and Tuscarawas County population are projected to grow at a rate of 0.3 percent.

Employment and per capita income for the county are expected to outpace the growth in population. Both employment and per capita income can be indicators of the potential demand for aviation services.

**Table 2-5
PROJECTED POPULATION**

Year		Tuscarawas County Population	Ohio Population
Historic	2002	91,104	11,415,883
Projected	2007	92,099	11,572,740
	2012	93,495	11,734,630
	2017	94,826	11,904,069
	2022	96,292	12,068,109
CAGR (2002-2022)		0.3%	0.3%

Source: Ohio State University Extension Data Center and Wilbur Smith Associates

Since 1998, the county has had a CAGR in employment of 1.4 percent, as shown in **Table 2-6**. This outperformed the state of Ohio, which experienced a decline of 0.2 percent in employment from 1998 to 2002. Future growth in employment in the county is expected to slow to a rate of 0.9 percent, which is still three times the growth rate of the population.

In 2000, the manufacturing sector provided the largest number of jobs, with more than 9,400 employees, or 26 percent, among the businesses tracked by the data. By 2001, the manufacturing sector was only employing approximately 9,000 workers, or about 25 percent of the tracked work force. The health care and social assistance sector showed the most growth, employing more than 3,800 workers in 2000, and nearly 4,000 in 2001. Among the major manufacturing employers in Tuscarawas County are Allied Machine & Engineering, JLG Industries/Gradall Company, Lauren International, Smerfit-Stone Container Corporation, and Zimmer Holdings. Union Hospital Association is also a major employer in the region.

Statistical analysis typically indicates that regional per capita income is one of the most important demographic factors impacting aviation demand, illustrating an underlying assumption that as per capita income, and consequently, discretionary income grows, regional residents have more to spend on all goods and services, including aviation-related goods and services.

**Table 2-6
HISTORIC AND PROJECTED EMPLOYMENT GROWTH**

	Year	Tuscarawas County Employment
Historic	1998	47,909
	1999	48,109
	2000	49,069
	2001	49,923
	2002	50,688
	CAGR (1998-2002)	1.4%
Projected	2007	53,820
	2012	56,248
	2017	58,391
	2022	60,338
	CAGR (2002-2022)	0.9%

Source: Historic data: U.S. Department of Commerce; projected data: Woods & Poole

Per capita income in Tuscarawas County has been increasing at a CAGR of 1.7 percent since 1998, as shown in **Table 2-7**. This lagged behind the state of Ohio, which experienced a growth rate of 3.2 percent from 1998 to 2002. Future years are expected to see a slightly slower growth in the county’s per capita income, with a CAGR of 1.1 percent during the forecast period.

**Table 2-7
HISTORIC AND PROJECTED PER CAPITA INCOME
(adjusted for inflation)**

	Year	Tuscarawas County per Capita Income
Historic	1998	\$20,202
	1999	\$20,385
	2000	\$20,780
	2001	\$21,208
	2002	\$21,603
	CAGR (1998-2002)	1.7%
Projected	2007	\$23,299
	2012	\$24,701
	2017	\$25,954
	2022	\$27,108
	CAGR (2002-2022)	1.1%

Source: Historic data: U.S. Department of Commerce;
projected data: Woods & Poole

Tuscarawas County has shown a trend of modest, but steady growth. Historically, it has shown better growth than the state overall. Its future prospects indicate that growth is expected to slow somewhat, but continue at a steady pace.